

ATTACHMENT 1

Maria Stavropoulou

From: John Gazis [clionet@ath.forthnet.gr]
 Sent: 18 September 2007 15:22
 To: Maria Stavropoulou
 Subject: RE: TRANSGRAIN RECAP

18/9/2007

FM CLIO NAVIGATION CORP-PIRAEUS
 TO HILL TAYLOR DICKINSON-PIRAEUS

ATTN : MRS MARIA STAVROPOULOU

RE: MV CAMEL

PLEASE FIND ATTACHED THE RECAP OF FIXTURE

ROYAL MARITIME INC.
 38 AGAMEMNONOS STR.-185 33 , KASTELLA-PIRAEUS-GREECE TEL:+30 210 4110177 (PBX) ~ FAX: +
 30 210 4110113
 E-MAIL: CHARTERING@ROYALMARITIME.GR

* Fixture Receipt Date
29/08/07

PLEASD TO CONFIRM HAVING CLEAN FIXED

M/V CAMEL

- SELFTRIMMING SINGLEDECK BULKCARRIER
- VESSEL'S EX NAME: SEADANCE
- BUILT: 1978
- FLAG: PANAMA
- CLASS: BUREAU VERITAS
- 44.750 MTONS DWAT ON 12.249 METRES SSW DRAFT
- LOA/BEAM: 182.82 M /30.12 M
- TPC 49 MTONS IN LOADED CONDITION
- GT/NT: 26.194 / 14.930
- SUEZ GRT/NRT: 27406,3 / 23187,33
- 54.103 CUBIC METERS GRAIN IN MAIN HOLDS, BREAKDOWN AS FOLLOWS:
- 1) 8.213 CBM
- 2) 9.147 CBM
- 3) 9.507 CBM
- 4) 9.466 CBM
- 5) 9.176 CBM
- 6) 8.594 CBM
- 6 HOLDS/HATCHES
- HATCH DIMENSIONS: NO1; 11.9 X 13.9M NOS 2-6; 15.1 X 16.5 M
- TYPE HATCHCOVERS:MCGREGOR STEEL HATCHCOVERS, FOLDING TYPE
- HEIGHT WATERLINE/TOP OF HATCHCOAMING FULLY BALLASTED FRD ABT 14 MTRS AND AFT ABT 12,5 MTRS.
- GEAR: 3 X 15MT CRANES, BUT VESSEL TO BE CONSIDERED AS G E A R L E S S
- VESSEL IS CAPABLE OF STEAMING AND MAINTAINING A SPEED OF ABOUT 11 KNOTS ON ABT 28 MTONS IFO LADEN RESP. 27 MTONS BALLAST PLUS 3.2 MTONS MDO. PORT CONSUMPTION ABT 2,5 MTONS MDO (IDLE). VESSEL CONSUMES MDO IN NARROW WATERS, DURING MANOEUVRING AND IN/OUT PORTS
- ENGINE/BRIDGE AFT
- LAST DRYDOCK WHERE/WHEN: LAST SPECIAL SURVEY ROMANIA/NOV 2006
- IMO NO: 7526675
- TSS CERTIFICATE - YES
- I.S.M. CERTIFICATE - YES
- SECURITY LEVEL AT LAST 10 PORTS: ONE
- CALL SIGN: 3 E D C 7
- TELEX ON BOARD/NUMBER: 437154610, 437154611 TELEPHONE NUMBER MINI M:

764566585, FAX: 764566586

- EMAIL ADDRESS: captain@camel.amosconnect.com
- HOLDS TO BE STEEL FLOORED THROUGHOUT
- VESSEL HAS NO OBSTRUCTED HOLDS, CENTERLINE BULKHEADS AND/OR BEAMS, NO DEEPTANKS OR COMPARTMENTS THAT WERE ORIGINALLY CONSTRUCTED AS DEEPTANKS, REEFERSPACE OR SPECIAL CARGO LOCKER SPACE
- CONSTANTS ABOUT 300 MTONS EXCLUDING FRESH WATER
- CAPACITIES:IFO ABOUT 2050 MT, MDO 190 MT, FRESH WATER 240 MT
- POSITION: ETS DAHEJ 3/4 SEPTEMBER WP AGW
- LAST 5 CARGOES AND CHARTERERS, STARTING FROM THE LAST:

1. ACCNT CMC R PHOSPHATE IN BULK
2. ACCNT TRANSAMMONIA UREA IN BULK
3. ACCNT ETA CLINKER IN BULK
4. ACCNT TRANSGRAIN BARLEY IN BULK
5. ACCNT TRANSGRAIN BARLEY IN BULK.

- HEADOWNERS' FULL STYLE: GRANVILLE NAVIGATION SA

80, BROAD STRTEET
MONROVIA / LIBERIA

- MANAGERS' FULL STYLE: CLIO NAVIGATION CORP.

13, SACTOURI STREET
185 36 - PIRAEUS / GREECE
TEL: 0030 210 4532900

- TIMECHARTERERS' FULL STYLE: N/A
- OTHER VESSELS OWNED/MANAGED: M/V ZEBRA
- HEADOWNERS' P AND I CLUB: THE AMERICAN CLUB
- HEADOWNERS TO SEND A FAX TO 'TRANSGRAIN ROTTERDAM, FAX NO. +31 10 4134233, LATEST UPON FIXING MAINTERMS, CONFIRMING VESSEL IS FULLY COVERED FOR THE VOYAGE. ALSO OWNERS WILL SEND TO CHRTS PANDI ENTRY CERTIFICATE.
- HEADOWNERS TO FAX COPIES OF VESSEL'S CLASS, GEAR AND ISM, ISS CERTIFICATES TO CHARTERERS, NO. +31 10 4134233, LATEST UPON FIXING MAINTERMS

HEADOWNERS WARRANT THAT DURING THE CURRENCY OF THIS C/P:

- BOTH THE VESSEL AND THE COMPANY SHALL COMPLY WITH THE ISM CODE, AND THE ISPS CODE ACCORDING THE IMO REGULATIONS/NEW SOLAS CONVENTION CHAPTER XI-2 AND ITS LATEST UPDATES. CHARTERERS' CONTACT DETAILS/PIC TO BE ADVISED UPON FULLY FIXING.
- VESSEL SHALL NOT CHANGE OWNERSHIP AND/OR CLASS WITHOUT CHARTRS' WRITTEN CONSENT
- VESSEL'S CLASS TO BE FULLY MAINTAINED DURING THE CURRENCY OF THIS C/P
- VESSEL'S HULL AND MACHINERY INSURANCE SHALL BE FULLY MAINTAINED AND WILL NOT BE CHANGED. HULL AND MACHINERY VALUE US\$ 6 M, COVERED THROUGH HELLENIC HULL.
- VESSEL IS FULLY SUITABLE FOR GRAB DISCHARGE
- VESSEL IS FULLY P AND I COVERED WITH THE AMERICAN CLUB, WHICH SHALL BE MAINTAINED DURING THE CURRENCY OF THIS CHARTER PARTY
- VESSEL HAS PHILIPPINO CREW COVERED WITH P.O.E.A. AGREEMENT EXCEPT FOR THE MASTER WHO IS GREEK
- VESSEL IS FULLY FITTED FOR SUEZ CANAL, PANAMA CANAL AND TURKISH STRAITS ACCORDING TO THE LATEST REGULATIONS
- VESSEL'S HATCHCOVERS ARE ABSOLUTELY WATERTIGHT. CHARTERERS SHALL HAVE THE OPTION OF PERFORMING A HOSE TEST IF REQUIRED.
- VESSEL WILL NOT BE SCHEDULED FOR BREAK UP OR SOLD FOR SCRAP DURING THIS CHARTER RESP. UPON COMPLETION OF THIS CHARTER.

FOR

- ACCOUNT TRANSGRAIN SHIPPING (SINGAPORE) PTE LTD
- 1-2 SB NOVORROSTIYSK OR IN CHOPT 1-2 SB ODESSA OR IN CHOPT 1-2 SB SEVASTOPOL OR IN CHOPT 1-2 SB TUAPSE / 1-2 SB EACH 1-2 SP OUT OF YANBU,

JEDDAH OR GIZAN IN CHOPT

- SHIFTING TIME BETWEEN BERTHS, IF ANY, TO COUNT AS LAYTIME AND ALL SHIFTING EXPENSES TO BE FOR CHRTRS' ACCOUNT
- 40.000 MTONS 10% MOLOO OF BARLEY IN BULK STWG ABT 51' WOG
- MAINHOLD(S) STOWAGE ONLY - NO OPTION PARTCARGO
- OWNERS WARRANT THE VESSEL CAN SAFELY STOW AND CARRY THE CARGO WITHOUT REQUIRING ANY BAGGING, STRAPPING AND/OR SECURING OF THE CARGO
- 2 CONSEC VOYAGES; LAYDAYS/CANCELLING:
1ST VOYAGE: 20 SEPTEMBER 2007 0800 / 30 SEPTEMBER 2007 0900 AND 2ND VOYAGE IN DIRECT CONTINUATION OF FIRST SHIPMENT
- 8.000 MTONS PER WEATHER WORKINGDAY OF 24 CONSEC HOURS LOAD
- 3.000 MTONS PER WEATHER WORKINGDAY OF 24 CONSEC HOURS DISCHARGE
- LOADING/DISCHARGING TIME TO BE NON REVERSIBLE
- AT LOADING AND DISCHARGING PORT NOTICE OF READINESS TO BE GIVEN TO CHRT'S AGENTS DURING NORMAL LOCAL OFFICE HOURS AND LAYTIME TO START COUNTING AS PER 08/14 CLS WWWW.
- NOTICE OF READINESS NOT TO BE GIVEN/TENDERED BEFORE COMMENCEMENT OF LAYDAYS. ANY TIME USED PRIOR COMMENCEMENT OF LAYDAYS NOT TO COUNT
- IF BY REASON OF CONGESTION OR UNAVAILABILITY OF BERTH VESSEL IS UNABLE TO ENTER THE LOADING/DISCHARGING PORTS, MASTER HAS THE PRIVILEGE TO TENDER N.O.R. IN ACCORDANCE WITH THE CHARTER PARTY, BY TELEX/FAX OR EMAIL AND LAYTIME TO COMMENCE AS PER RELATIVE CLAUSE OF CP WHETHER IN BERTH OR NOT, WHETHER IN PORT OR NOT, WHETHER IN FREE PRATIQUE OR NOT, WHETHER CUSTOMS CLEARED OR NOT, PROVIDED VESSEL HAS ARRIVED AT THE USUAL WAITING PLACE OF THE PORT DESIGNATED BY PORT AUTHORITIES. SHIFTING TIME FROM ANCHORAGE OR WAITING PLACE TO LOADING/DISCHARGING BERTHS NOT TO COUNT. SHOULD THE VESSEL BE UNABLE TO OBTAIN FREE PRATIQUE AND/ OR CUSTOMS CLEARANCE ON ENTERING LOADING/DISCH PORT, TIME LOST, IF ANY, IN OBTAINING FREE PRATIQUE AND/OR CUSTOMS CLEARANCE BY REASON OF VESSELS' FAULT NOT TO COUNT AS LAYTIME .
- AT LOADING TIME FROM SATNOON UNTIL MONDAY 8AM OR FROM 5PM ON DAYS PRECEDING LEGAL OR LOCAL HOLIDAYS UNTIL NEXT WORKING DAY AT 8AM NOT TO COUNT EVEN IF USED
- AT DISCHARGE TIME FROM THURSDAY-NOON UNTIL SATURDAY 8 AM OR FROM 5PM ON DAYS PRECEDING LEGAL OR LOCAL HOLIDAYS UNTIL 8AM NEXT WORKING DAY, NOT TO COUNT EVEN IF USED
- AT SECOND PORT OF DISCHARGING, LAYTIME OR TIME ON DEMURRAGE SHALL RESUME COUNTING FROM VESSEL'S ARRIVAL IN CUSTOMARY WORKING HOURS, OR FROM VESSEL'S ARRIVAL AT A USUAL WAITING PLACE, IF BERTH IS UNAVAILABLE.
- DEMURRAGE USD 15.000 PDPR/DHDWTS AT LOAD, DESP 1/3 DEM WTS AT DISCH
- FREIGHT USD 45,- PER MTON BASIS DISCHARGE JEDDAH OR YANBU FIOT PLUS 200,000 USD BALLASTBONUS TO BE PAID AFTER COMPLETION OF DISCHARGE AND VESSEL SAILING FROM DAHEJ
- FREIGHT FOR SECOND SHIPMENT: USD 45,50 PER MTON BASIS DISCHARGE JEDDAH OR YANBU FIOT
- CHRTS TO PAY USD 2,00 PER MTON ADDITIONAL FREIGHT ON ENTIRE CARGO FOR DISCHARGE AT GIZAN
- CHRTS TO PAY USD 2,00 PER MTON ADDITIONAL FREIGHT ON ENTIRE CARGO FOR OPTIONAL 2ND DISCHARGE PORT
- ALL FREIGHTS BASIS INTAKEN WEIGHT FIO SPOUT A/O GRABTRIMMED
- 95 PCT LESS COMMISSION, BROKERAGE, ESTIMATED DESPATCH IN LOADING IF ANY, PAYABLE WITHIN 3 BANKINGDAYS AFTER SIGNING ALL THE REQUIRED NUMBER CLEAN BSLADING MARKED 'CLEAN ON BOARD' AND 'FREIGHT PREPAID' AS AND WHEN PRESENTED TO THE MASTER AND WHICH TO BE KEPT IN CUSTODY BY LOADPORT AGENTS. OWNERS TO INSTRUCT THESE AGENTS TO RELEASE THE BSLADING IMMEDIATELY UPON RECEIPT OF THE FREIGHT BY OWNERS BANKERS. IN CASE BILLS OF LADING ARE MARKED 'FREIGHT PAYABLE AS PER CP' SAME TO BE RELEASED IMMEDIATELY UPON COMPLETION OF LOADING BALANCE LESS DESPATCH OR PLUS DEMURRAGE AS THE CASE MAY BE PAYABLE AFTER COMPLETION OF DISCHARGE AGAINST TS/SOF/NOR.
- FREIGHT MAY ONLY BE PAID TO HEADOWNERS OF THE VESSEL AS STATED IN LINE 1 OF THE C.P. SHOULD HEADOWNERS REQUIRE PAYMENT TO BE MADE TO AN ALTERNATIVE BENEFICIARY THAN SUCH PAYMENT IS ONLY TO BE MADE UPON RECEIPT BY CHARTERERS OF A DULY AUTHORISED LETTER (AS DECLARED BY CHARTERERS), SIGNED BY ALL DIRECTORS OF THE HEADOWNING COMPANY AS STATED IN LINE 1
- DEMURRAGE/DESPATCH AT BOTH ENDS TO BE SETTLED BETWEEN OWNERS AND CHARTERERS
- SHIFTING TIME FROM LAYBY BERTH, ANCHORAGE, ROADS TO LOADING/ DISCHARGING BERTH NOT TO COUNT, EVEN IF THE VESSEL IS ALREADY

ON DEMURRAGE

- CENTROCON ARBITRATION CLAUSE AMENDED TO 12 MONTHS. FOR CLAIMS NOT EXCEEDING USD 50.000 ARBITRATION TO BE CONDUCTED ACCORDING TO THE LMAA SMALL CLAIMS PROCEDURE
- OWNERS TO APPOINT AGENTS NOMINATED BY CHARTERERS BENDS - TO BE ADVISED
- BOTH ENDS TAXES AND/OR DUES ON CARGO/FRGHT, IF ANY, TO BE FOR CHRTS'/ RECEIVERS' ACCOUNT. TAXES AND/OR DUES ON VESSEL AS WELL AS CUSTOMARY PORT CHARGES INCLUDING BERTHING AND/OR QUAY DUES, WHARFAGES, DOCKAGES AND/OR BERTH OCCUPANCY CHARGES, IF ANY, TO BE FOR OWNERS' ACCOUNT.
- VESSEL TO BE FREE OF EXTRA INSURANCE DUE TO VESSEL'S AGE
- MASTER HAS THE RIGHT, IN CONJUNCTION WITH CARGO SURVEYOR, TO REJECT ANY CARGO THAT WOULD CAUSE HIM TO CLAUSE THE BSLADING, HOWEVER SUCH SURVEYOR TO BE PAYABLE BY CHRTS
- IF REQUIRED BY SHIPPERS/RECEIVERS TO FACILITATE LOADING/DISCHARGING, THE VESSEL SHALL WARP ALONG THE QUAY AT OWNERS' EXPENSE BUT IN CHARTERERS' TIME.
- MASTER TO GIVE BY CABLE/TELEX (TO BE ADVISED) 5, 3 AND 2 DAYS AND 24 HOURS NOTICE OF VESSEL'S ETA AT DISCHARGING PORT
- IF, UPON VESSEL'S ARRIVAL AT DISCHARGE PORT, THE ORIGINAL BILL OF LADING HAS NOT BEEN DELIVERED YET TO THE VESSEL AND CARGO INTEREST HAVE NOT PROVIDED AN INDEMNITY ACCEPTABLE TO THE VESSEL FOR DELIVERY OF THE CARGO, CHARTERERS HAVE THE RIGHT, BUT NOT THE OBLIGATION, TO ORDER DELIVERY OF THE CARGO AGAINST CHARTERERS' LETTER OF INDEMNITY (LOI) IN OWNERS' PANDI WORDING, SIGNED BY THE CHARTERERS ONLY
- OTHERWISE AS PER TGS/CAMEL CP DATED 17/4/07
- 3.75 PCT TTL ON FDD INCLADD+1,25 PCT TO ROYAL MARITIME INC.

RGRDS
ROYAL MARITIME INC.

THANKS
BEST REGARDS/CPT GAZIS VASSILIOS

CONTINENT GRAIN CHARTERPARTY

ORIGINAL

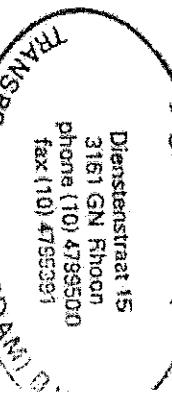
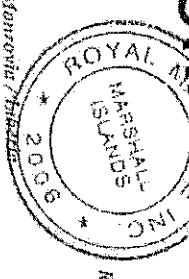
Code name SYNACOMEX 90

Capteur, Synacore, Synacore Générale des Graines

PARIS 1927 - amended 1930 - reformed 1934 - Amended 1950
SYNDICAT NATIONAL DU COMMERCE EXTERIEUR DES CÉRÉAUX DES AMATEURS DE FRANCE
amended 1950, 1954, and 1959 in agreement with COMITÉ CENTRAL DES AMATEURS DE FRANCE
in cooperation with the French Chartering and S.P. Bunker's Association
adopted by the DOCUMENTARY COMMITTEE OF THE BALTIK AND INTERNATIONAL MARITIME COUNCIL

Owners *Gruenville Navigation S.A., Monaco / France*
Vessel *C.S.MILL*

1. It is this day agreed between *Gruenville Navigation S.A., Monaco / France* and *CAREBEKA*, carrying about 44,750 metric tons gross weight Register and classified *Bureau Veritas*, having deadweight and full discharge of *bunkers*. See Clause 30 for description



Dienststraat 15
3161 GN Rhoon
phone (0) 4765501
fax (0) 4765501

Rhoon, 17th April 2008

Owners

Charterers
Loading port(s)

*now vessel presently at Odessa, Est 21st/22nd February 2008, Etc end February my ignorance and expected time in load about in direct continuation
as Charterers
and Transgrain Shipping (Singapore) Pte. Ltd.*

Cargo

*Parties, or 1-2 safe berth(s) Seaworthy in Charterers' option (Loadport option to be detained later on passing the Bosphorus)
which in case of named port(s) Owners acknowledge as safe and suitable for this vessel and there load in always about 5% always effect on safety agreement
in such safe berth, dock, wharf or quayage as Charterers or their Agents or Shippers may direct a full and complete cargo of wheat-and-for maize-and-oats-every-kind-of
barley of 38,000 metric tons in bulk (5% more or less in Owners' opinion), stowing about 5.1 without guarantee.
Shippers have the option of using a second safe berth. The time for shifting between the two berths shall count as laytime, but all shifting expenses shall be for seafarers
Charterers'
account. Owners shall provide and install at their risk and expense and on their time all that is required for safe stowage of grain according to local and international
regulations. Owners warrant the vessel can safely stow and carry the cargo without requiring any bracing, strapping and/or securing of the cargo.
The cargo shall not exceed what the vessel can reasonably stow and carry over and above her bunkers, stores, provisions and accommodation. The whole cargo
shall be carried and stowed under deck in vessel's hold(s) only. All cargo on board to be delivered. No option partage.
Furthermore, if storage bags have been specifically agreed, the following shall apply.*

*Charterers shall supply for stowage purposes a quantity of bags-each cargo net containing
quantity of cargo bags signed for on Bills of Lading to be binding on vessel and Owners, unless error or fraud be proved
1.50 metres S/P
which in case of named port(s) Owners acknowledge as safe and suitable for this vessel and there discharge the cargo at any port about 5% always effect on safety agreement
in such safe berth, dock, wharf or quayage as Charterers or their Agents or Receivers may direct. Receivers have the option of using a second safe berth. The time
for shifting between the two berths shall count as laytime, but all shifting expenses shall be for vessel's Charterers' account.*

*4. The freight agreed under this Charterparty shall be USD 40.00 per metric ton basis discharge Jebel Ali or Yanbu.
USD 48.00 per metric ton basis discharge Damman or Juhail.
- Charterers to pay USD 2.00 per metric ton additional freight on entire cargo for optional 2nd discharge port, if used.
- Charterers to pay USD 2.00 per metric ton additional freight on entire cargo for optional 2nd discharge port, if used.
per ton of 1,000 kilos on each Bill of Lading weight less 5% per ton and shall be deemed earned on signing and releasing Bills of Lading notwithstanding any provision
prepaid discountless and non returnable,
vessel and/or cargo lost or not lost. The freight shall be paid as follows: See Clause 31*

Freight

ORIGINAL

discharging

Maylays/Cancelling

Vessel's Positions,
Notice

6. A report of findings regarding shallower groundwater flow paths and/or deeper groundwater flow paths, as applicable, shall be submitted to the State Engineer.

Laydays & Cancelling dates in strict continuation from the present voyage.

Notice of Readiness not to be given until before commencement of trials.

7. Master and/or Owners shall give 49 / days notice of vessel

W. does not think there would be any substantial change in vessel's position.

8. Vessel's written notice of readiness to load and/or discharge shall be tendered at the office

Such notice of readiness shall
be given during normal business hours.

be delivered when vessel is
privilege to inspect vessel's hull

verrière and in all respects re-
flects

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Only when the loading and/or discharge from any vessel

LAPRÍTRÉ, SÍNAIL CHATHARNAÍC AI

Never on Saturdays until

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Any delays caused by ice, etc.

When Master Was Incensed

obtaining free practical or
theoretical knowledge.

place, if birth is unavoidable.

THE TUDOR PERIOD

Quercus

per day at the consecutive hours of 9 AM, 12 PM, 3 PM, 6 PM, 9 PM, 12 AM, 3 AM, 6 AM, 9 AM.

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**ORIGINAL
and immunities**

and influences

1924 as enacted in the country of shipment shall apply to this Contract and to any Bill or Letter issued thereunder. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.

2) In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd, 1968, The Hague-Venice Rules apply.

comparatively, the provisions of the respective legislation shall apply.

"Save to use such means as may be necessary to prevent or suppress
hereunder, resulting from Act of God, war, civil commotion, quarantine, strikes, lockouts, arrest or restraint of prisoners, rulers and peoples at any other event whatsoever.

which cannot be avoided or guarded against.

20. *NOTICE*
20-1. In the event of the reading part being inaccessible by reason of the whole vessel or parts so immersed that less than 12 m. of any time during the voyage of the vessel's arrival or in case such time is earlier than 12 hours after the vessel has been so immersed.

Wessex's arrival in the Channel Seaჩearer of being forced in as it liberty to leave without delay, and this character seems to have been adopted when the *Præmna*, *Rea*, and *Ulf* left. Hence, he seems to have had his liberty to do as he would, while using the title on board, and so presented to all who met him a picture of a man who was not bound by any social or political obligations.

height provided that no one experiences those hazards caused by the movement of the water. The experience of the people who have been in the water is that they can get out of the water and get away from the water much faster than they can get out of the boat. The experience of the people who have been in the water is that they can get out of the water and get away from the water much faster than they can get out of the boat.

There were attempts at a nuclear test at the Nevada Test Site, but the Chinese would not let us do it. Chukkaemba agrees to hand full control of the Oregon Project

For the first time in our history we have a new and improved system of Discharge.

As should be evident to the Society's present visitors from reading part of the above, Reciters still have the option of hanging vessels, warning the re-opening of Brighton's first Synagogue, which had been closed after Cawthron or Chancery Lane given notice to Chancery Lane.

After the first year of the experiment, the mean number of eggs per female was 1.32, and in the second year it was 1.30.

13. 35. Warnings describing the Captain's lack of interest toward students in general, if addressed to him, he has nothing to do with such charges. He has, on several occasions, mentioned his desire to do more for them.

one can safely discharge.
6) On delivery of the cargo at port point, all conditions of the Bill of Lading shall apply and vessel shall receive the same freight as was last discharged at the original port of destination. cargo ship at the 12th day of January 1988.

disburse of the substituted poet exceeds 100 nominal miles, the freight on the cargo delivered at the subscriber's port to be increased in proportion to the distance of time, "first" compensation or of *Stable* or *Landmark* of any kind of vessel or vesselman remunerated is the amount of the cargo, or by reason of disbursements or expenses incurred.

on off & Sacks or Loads off any class of workmen assigned to the discharge, the time for loading or discharging, no the case may be, should receive due consideration, as by the use of reasonable diligence they should prove themselves other capable labour of every element before the Service of Landward.

In case of any delay by reason of the before-mentioned dangers, no claim for damages or demurrage, shall be made by the Charterer, or Owners of the vessel. For the purpose, however, of securing

despatch money received, any sum lost by the vessel through any of the above causes shall be entitled to one-half of its value.

With the exception of the first two, all other parameters were set to their default values. The model was run for 1000 time steps, and the average value of each parameter was recorded.

BRIEF REPORT / JGIM

THE HISTORY OF THE CHURCH OF ENGLAND

Herz- und Kreislaufkrankheiten, die durch die Verwendung von Koffein und anderen Stimulanzien verschärft werden.

THE JOURNAL OF CLIMATE

the first time in history that the majority of the population of the United States has been born outside of the country.

most of the time, the two groups did not differ in their responses to the questions about the quality of the information provided by the different sources. The results of the present study indicate that the information provided by the media is not always consistent with the recommendations of the health authorities. This may be due to the fact that the media often do not have the time or the space to provide all the relevant information. In addition, the media may not always be able to provide the most up-to-date information. This is particularly true for the media that are not specialized in health issues.

Both to blame -
Collision clause

²⁷ See last note for any collation in which the reader is invited to peruse the present one for comparison.

ORIGINAL

ART. XI. Right of Rescission in a Collision or Conquest.

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or otherwise) in those various ways, which, under various circumstances, may be civil or criminal, or revolution.

and crew in her cargo will be subjected to war risks. In the event of the exercise, by the master or his officers, to open unladen cargo tanks, the liability will be increased to general average.

any other power ports, antennae, backboards or formwork, although in a contrary direction to or out of or beyond the ultimate limit. In the event all the loads exceeding the ultimate limit are removed, the structure will remain in its new position.

height should in any case be preferable on the quantity delivered. At the time the Master agrees to proceed with her or her cargo under Item 3, or after the vessel has at the loading ports, or the last of the loading ports, if more than one, approached such port, the Master may, without notice, require the delivery of such cargo as the Master may then require.

of the experience will affect the vessel, her builder, and those on her career to use this the cargo shall be discharged.

At the time of the removal from the Charlestown wharf as far as the discharge owners have compensated their owners by payment of a sum equal to the value of the goods, or otherwise, the owners shall be entitled to a reduction in the amount of the freight, or otherwise, as the case may be, to the amount of the compensation paid by the owners to the discharge owners.

At the time of the removal from the Charlestown wharf as far as the discharge owners have compensated their owners by payment of a sum equal to the value of the goods, or otherwise, the owners shall be entitled to a reduction in the amount of the freight, or otherwise, as the case may be, to the amount of the compensation paid by the owners to the discharge owners.

of discharge as may be ordered by the characters. It is however to be observed that the characters are not to be used in their discretion, but in their discretion, because no rule can be given which they may, in their discretion, break; and it is to be observed that the characters are not to be used in the same manner in their discretion, because no rule can be given which they may, in their discretion, break.

of attachment, so that events of change being discharged at any such later point, the Owners shall be entitled to brought up to date expenses and legal expenses in the event of

which the vessels may be nuclear powered units.
§ 3. The vessel shall have the liberty to comply with any direction or recommendation in so far as it does not conflict with the safety of the ship or its crew.

or my bank's customers, may be compelled to accept or buy any competitor's or person banking under the terms of his own rules irrespective of the user's right to have any such documents or instruments issued by my bank.

or recommendation, anything is done or can be done, such that will not offend, vexation, or distress, the vessel does not answer to the name of ports, assumed by the *Saints*, of last, or to which the very name *haven* belongs, the name *haven* is derived from the word *haven*, to enclose.

frankness character, the vessels more interested by any point so discussed or recommended as to very side point than the owners in their discussions, may determine an even larger number of vessels to be built in the United States than had been planned at the first or second period named.

be in due fullness of the contents of arrangements now the Committee seems well satisfied to consider the same.

6) All events experienced (including seasonal cycles) measured as decadal change at the leading part of an reading of measurements, i.e., $\Delta \ln(\text{reading})$

THE JOURNAL OF CLIMATE

The Charterers : The Owners : VIG

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TRANSPORT (ROTTERDAM) B.V.

The logo is circular with a double-lined border. The outer ring contains the words "ROYAL MARITIME" at the top and "ISLANDS" at the bottom, both in a stylized font. The inner circle contains the word "MARSHALLS" in large letters, with "ISLANDS" written vertically below it. The year "2001" is positioned at the bottom left of the inner circle.

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"CAREBEKA" TRANSPORT (ROTTERDAM) B.V.

m.v. "CAMEL"

ORIGINAL

RIDER TO THE CHARTER PARTY DATED RHOON, 17TH APRIL 2007,

30. Vessel's description:

- Selftrimming, Singledeck, Bulkcarrier;
- Vessel's ex name: m/v "Seadance";
- Built: 1978;
- Flag: Panama;
- Class: Bureau Veritas;
- 44,750 metric tons deadweight all told on 12.249 metres SSW draft;
- Loa/Beam: 182.82 metres / 30.12 metres;
- TPC: 49 metric tons in loaded condition;
- Gt/Nt: 26,194 / 14,930;
- Suez Grt/Nrt: 27,406.3 / 23,187.33;
- 54,103 cubic metres grain in main holds, breakdown as follows:
 - 1) 8,213 cbm / 2) 9,147 cbm / 3) 9,507 cbm /
 - 4) 9,466 cbm / 5) 9,176 cbm / 6) 8,594 cbm;
- 6 Holds / 6 Hatches;
- Hatch Dimensions: no. 1) 11.9 x 13.9 metres, no(s). 2-6) 15.1 x 16.5 metres;
- Type Hatchcovers: Mc. Gregor Steel Hatchcovers, folding type;
- Height waterline/Top of hatchcoaming fully ballasted FRD about 14 metres and AFT about 12.5 metres;
- Gear: 3 x 15 metric tons cranes, but vessel to be considered as Gearless;
- Vessel is capable of steaming and maintaining a speed of about 11 knots on about 28 metric tons IFO laden respectively 27 metric tons ballast plus 3.2 metric tons MDO; Port Consumption about 2.5 metric tons MDO (idle); Vessel consumes MDO in narrow waters, during manoeuvring and in/out ports;
- Engine / Bridge aft;
- Last drydock where/when: Last special survey Romania / November 2006;
- IMO No.: 7526675;
- I.S.S. Certificate - Yes; I.S.M. Certificate - Yes;
- Security Level at last 10 ports: one;
- Call Sign: 3 E D C 7;
- Telex on board/number: 437154610, 437154611;
- Telephone number: Mini M: 764566585, Fax: 764566586;
- E-mail address: captain@camel.amoseconnect.com;
- Holds to be steel floored throughout;
- Vessel has no obstructed holds, centerline bulkheads and/or beams, no deiptanks or compartments that were originally constructed as deiptanks, reefer space or special cargo locker space;
- Constants about 300 metric tons, excluding fresh water;
- Capacities: IFO about 2,050 metric tons, MDO 190 metric tons, Fresh Water: 240 metric tons;
- Position: Vessel presently at Odessa, eth 21st/22nd February, etc end February wp/agw/ucc;
- Last 5 cargoes and Charterers, starting from the last:
- Bulk sugar - EDF Man, urea - Harvester, bulk sugar - Tate & Lyle, esp - ADM, wheat - Silverstone;

Headowners' full style: Granville Navigation S.A.,
30, Broad Street,
Monrovia / Liberia.

Managers' full style: Clio Navigation Corp.
13, Sachiori Street,
185 36 - Piraeus / Greece,
Tel: 0030 210 4532900.

Time Charterers' full style: N/A.

Other vessel's owned/managed: m/v "Zebra".

Headowners' P and I Club: The American Club.

Continued.../

"CAREBEKA" TRANSPORT (ROTTERDAM) B.V.

m.v. "CAMEL"

ORIGINAL

- 2 -

(Continued Clause 30)

- Headowners to send a fax to 'Transgrain Rotterdam', fax no. +31 10 4134233, latest upon fixing mainterms, confirming vessel is fully covered for the voyage. Also Owners will send to Charterers P. and I. entry certificate.
- Headowners to fax copies of vessel's Class, Gear, ISM and ISS Certificates to Charterers, no. +31 10 4134233, latest upon fixing mainterms.

Headowners warrant that during the currency of this Charter Party:

- Both the vessel and the Company shall comply with the ISM Code, and the ISPS Code according the IMO Regulations/New Solas convention Chapter XI-2 and its latest updates. Charterers' contact details/PIC to be advised upon fully fixing;
 - Vessel shall not change Ownership and/or Class without Charterers' written consent;
 - Vessel's Class to be fully maintained during the currency of this Charter Party;
 - Vessel's Hull & Machinery Insurance shall be fully maintained and will not be changed; Hull and Machinery value: US\$ 6,000,000.=, covered through Hellenic Hull;
 - Vessel is fully suitable for grab discharge;
 - Vessel is fully P & I covered with the American Club, which shall be maintained during the currency of this Charter Party;
 - Vessel has Philippino crew covered with P.O.E.A. Agreement except for the Muster who is Greek;
 - Vessel is fully fitted for Suez Canal, Panama Canal and Turkish Straits according to the latest regulations;
 - Vessel's Hatchcovers are absolutely watertight; Charterers shall have the option of performing a hose test if required;
 - Vessel will not be scheduled for break up or sold for scrap during this Charter respectively upon completion of this Charter;
31. The freight is payable as follows: 95% less commission, brokerage, estimated despatch in loading, if any, payable within 3 banking days after signing all the required number clean Bills of Lading marked 'Clean on Board' and 'Freight Prepaid' as and when presented to the Master and which to be kept in custody by loadport agents. Owners to instruct these agents to release the Bills of Lading immediately upon receipt of the freight by Owners' Bankers. In case Bills of Lading are marked 'Freight payable as per Charter Party' same to be released immediately upon completion of loading. Balance less despatch or plus demurrage as the case may be payable after completion of discharge against Timesheets / Statement of facts / Notice of Readiness.

Banking Details: The Royal Bank of Scotland Plc.
 Swift: RBOSGRAA,
 45, Akti Minouli Street,
 Piraeus - Greece,
 Account no.: 167735 - 100
 In favour of Clio Navigation Corp.

Master has the right, in conjunction with cargo surveyor, to reject any cargo that would cause him to clause the Bills of Lading, however such surveyor to be payable by Charterers.

32. Freight may only be paid to Headowners of the vessel as stated in line 1 of the Charter Party. Should Headowners require payment to be made to an alternative beneficiary than such payment is only to be made upon receipt by Charterers of a duly authorised letter (as declared by Charterers), signed by all directors of the Headowning Company as stated in line 1.
33. Demurrage/Despatch, at both ends, to be settled between Owners and Charterers.
34. If required by Shippers/Receivers to facilitate the loading/discharging, the vessel shall warp along the quay at Owners' expense but in Charterers' time.

Continued... /

"CAREBEKA" TRANSPORT (ROTTERDAM) B.V.

m.v. "CAMEL"

ORIGINAL

- 3 -

35. All opening and closing of hatches to be done by vessel's crew, provided local labour regulations permit, otherwise same to be for Charterers' account.
36. All disputes from time to time arising out of this contract shall, unless the parties agree forthwith on a single Arbitrator, be referred to the final Arbitrament of two Arbitrators carrying on business in London, who shall be members of the Baltic Exchange and engaged in the Shipping and/or Grain Trades, one to be appointed by each of the parties, with power to such Arbitrators to appoint an umpire. Any claim must be made in writing and Claimant's Arbitrator appointed within 12 months of final discharge and where this provision is not complied with the claim shall be deemed to be waived and absolutely barred. No award shall be questioned or invalidated on the ground that any of the Arbitrators is not qualified as above, unless objection to his acting be taken before the award is made. English law to apply. For claims not exceeding US\$ 50.000,- the Arbitration shall be conducted in accordance with the LMAA Small Claims Procedure.
37. Charterers have the option of fumigating the cargo at loading and/or discharge port(s) during/after loading respectively before/during discharge respectively enroute, in transit and/or at sea in their option and at their time and expense. If crew required to stay ashore by port authorities lodging expenses to be for Charterers' account.
38. Both ends, taxes and/or dues on cargo/freight, if any, to be for Charterers'/Receivers' account. Taxes and/or dues on vessel as well as customary port charges including berthing and/or quay dues, wharfages, dockages and/or berth occupancy charges, if any, to be for Owners' account.
39. If during the currency of this Charter Party the terms/conditions under which the crew is employed are not acceptable to the I.T.F. or equivalent any delays or costs occasioned thereby are for Owners' account.
40. Owners are not to clause/delay the release of the Bills of Lading for alleged deadfreight. Failing an amicable settlement, such dispute to be referred to arbitration.
41. Master to give by cable/telex (to be advised) 5, 3 and 2 days and 24 hours notice of vessel's Eta at discharging port.
42. If by reason of congestion or unavailability of berth vessel is unable to enter the loading/discharging ports, Master has the privilege to tender Notice of Readiness in accordance with the Charter Party by telex/fax or e-mail and laytime to commence as per relative clause of Charter Party whether in berth or not, whether in port or not, whether in free pratique or not, whether customs cleared or not, provided vessel has arrived at the usual waiting place of the port designated by port authorities. Shifting time from anchorage or waiting place to loading/discharging berths not to count. Should the vessel be unable to obtain free pratique and/or customs clearance on entering loading/discharging port, time lost, if any, in obtaining free pratique and/or customs clearance by reason of vessels' fault not to count as laytime.
43. Master/Owners to assist Charterers agents in order Charterers' Agents to provide following document stamped/legislated by the local Chamber of Commerce and Saudi Consulate at leading port latest upon sailing.
44. Upon commencement of loading and on departure from loading port Owners/Agents are to advise port authorities and Agents (to be advised) at discharging port all relevant information regarding ship, cargo, radar, equipment and weapons on board available for self defence in the proper sequence in accordance with Saudi port regulations. Master to give 7/5/3/2/1 days notice to Agents (to be advised) at discharging port and also port authorities.
45. Where Bills of Lading show a destination and/or notify party and/or order, Charterers are allowed to change the destination and/or notify party and/or order and have the original Bills of Lading re-issued accordingly by their Rotterdam Agents, Carebeka. Full sets of the relevant Original Bills of Lading made out in loading port shall remain under the custody of Carebeka and shall be released to Owners on completion of discharge at the last port. Carebeka to give an undertaking to Owners that the Original Bills of Lading shall remain under their custody until such time vessel completes discharging and thereafter the Bills of Lading shall be surrendered to Owners. Carebeka also undertake to send to Owners copies of all re-issued Bills of Lading as soon as is practicable.

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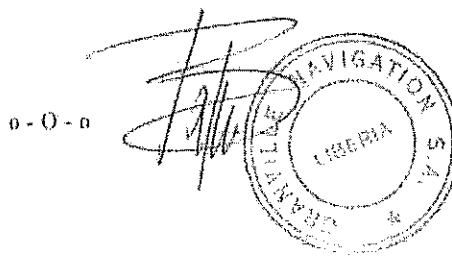
"CAREBEKA" TRANSPORT (ROTTERDAM) B.V.

m.v. "CAMEL"

ORIGINAL

- 4 -

46. Negotiations and fixture details of this Charter Party to be kept strictly private and confidential by all parties involved.
47. Charterers to advise Owners upon completion of loading, if the discharging port will be in Saudi Red Sea or in P.G. in order for Owners to prepare freight statement accordingly.
48. If, upon vessel's arrival at discharge port, the original Bill of Lading has not been delivered yet to the vessel and cargo interest have not provided an indemnity acceptable to the vessel for delivery of the cargo, Charterers have the right, but not the obligation, to order delivery of the cargo against Charterers' Letter of Indemnity (LOI) in Owners' P. and I. wording, signed by the Charterers only.



ATTACHMENT 2

WEEK_ENDIN	ORG_CODE	PORT_OF_UR	DES_CODE	DESTINATIO	VESSEL_NAM	SIZE	COMM_CODE	COMMODITY	DATES	RATE	TERMS
04/08/2007	5 DelExxonMobilMamara			OCEAN ATLANTIC	45550	7 15K26t			Aug 315	45000 Day	18200GmB1;2-3LatenLegs
04/08/2007	2 Del Houston			OCEAN JADE	37215	7 Unpaid			Aug 315	57000 Day	Trip Out
04/08/2007	9 Del Singapore			HULK	46601	7 13Sk5t			Aug 5/10	35000 Day	AustC
04/08/2007	5 Del UK/ConnexUS/Gulf			HUISHENG	37636	7 Unpaid			Aug 5/10	42000 Day	TriOut-\$60000Bonus
04/08/2007	7 Del KarachayBalkash			EFFYN	47824	7 15K29t			Aug 15	35500 Day	181800GmB1;RichardsBay/Rd
04/08/2007	9 Del Japan			OCEAN SPIRIT	60	7 Unpaid			Aug 15	48000 Day	EAsRd
04/08/2007	6 Del Platrus			ANTONIS	84	7 12K25t			Aug 3/16	196531GmB1;TripOut;Turkey&ME/Gulf	
04/08/2007	8 Del Shanghai			KONKAR THEO	94	7 Unpaid			Aug 14	41000 Day	5-7MotDrq
04/08/2007	7 Del Mumbai			ANATOLI	98	7 Unpaid			Aug 14	35000 Day	Trip cut
04/08/2007	9 Del Singapore			SEABEE	99	7 Unpaid			Aug 14	41000 Day	11-13K6Trq
04/08/2007	0 Unpaid			HUI LAN	37	7 Unpaid			Aug 1-5	41500 Day	11-13K6Trq
04/08/2007	0 Unpaid			KEN	98	7 Unpaid			Aug 15/30	42000 Day	11-13K6Trq
04/08/2007	6 Del SingaporesJpn			ARTIC VOYAGER	94	7 Unpaid			Aug 15/30	60000 Day	Trip cut
04/08/2007	6 Del Black Sea			ST. ANDREW	96	7 Unpaid			Aug 14/28	41000 Day	4-MotDrq
04/08/2007	5 Del Rotterdam			DIAMTRA	96	7 Unpaid			Aug 14/24	41455	41455
04/08/2007	6 Del Canakkale			HUA QIANG	98	7 Unpaid			Aug 11/10	42500 Day	11-13K6Trq
04/08/2007	0 Unpaid			44768	7 Unpaid				Aug 11/15	38000 Day	156600GmB1;NissosArd
04/08/2007	7 Radel Pakistan			44783	7 Unpaid				Aug 13/15	41500 Day	11-13K6Trq
04/08/2007	0 Unpaid			44831	7 Unpaid				Aug 13/15	45000 Day	Trip cut
04/08/2007	7 Radel Pass Muscat			44835	7 Unpaid				Aug 13/15	45000 Day	4-MotDrq
04/08/2007	9 Del Bruselas			LOYAL UNION	97	7 Unpaid			Aug 13/15	45000 Day	4-MotDrq
04/08/2007	7 Del Paratip			PACIFIC EMERALD	96	7 Unpaid			Aug 13/15	50000 Day	2-4MotDrq
04/08/2007	4 Del Rotterdam			JAG RIDDHI	97	7 Unpaid			Aug 13/15	45000 Day	Trip cut
04/08/2007	9 Del Xiangyang			VELVET	90	7 14K24.5t			Aug 13/17	35000 Day	181100GmB1;Trip out
04/08/2007	5 Del Norway			SURMENE	4	7 13K23t			Aug 13/17	35000 Day	162500GmB1;Trip out
04/08/2007	7 Del Tulicorin			TRADER	84	7 Unpaid			Aug 20/23	40000 Day	Trip out
04/08/2007	5 Del St Petersburg			REDIEL E	84	7 Unpaid			Aug 20/23	40000 Day	3-5MotDrq
04/08/2007	0 Unpaid			MEDITERRANEAN	99	7 Unpaid			Aug 20/23	45000 Day	Trip out
04/08/2007	9 Del Bayawan			FORTUNE PEARL	96	7 Unpaid			Aug 20/23	45000 Day	2-4MotDrq
04/08/2007	7 Del Pass Muscat			JAG RANI	84	7 Unpaid			Aug 20/23	45000 Day	Trip out
04/08/2007	5 Del Aviles			DIANA C.	85	7 14K27t			Aug 15/20	45000 Day	161500GmB1;Trip out
04/08/2007	7 Del Tulicorin			OCEAN GLOBE	95	7 13K22t			Aug 25/28	43000 Day	Trip out
04/08/2007	5 Del Rotterdam			REDIEL CHINA	95	7 12.5K26t			Aug 22/27	40000 Day	156600GmB1;WariceRd
04/08/2007	0 Unpaid			TRADER	84	7 Unpaid			Aug 22/27	42000 Day	4-MotDrq
04/08/2007	5 Del Langkeng			REDIEL TURKEY	96	7 Unpaid			Aug 22/27	42000 Day	4-MotDrq
04/08/2007	5 Del London			MARSHALIA	95	7 Unpaid			Aug 22/27	42000 Day	4-MotDrq
04/08/2007	4 Del Parangata			HALLS KALKAVAN	84	7 Unpaid			Aug 22/27	42000 Day	4-MotDrq
04/08/2007	9 Del Zhoushan			ENDEAVOR	85	7 Unpaid			Aug 22/27	42000 Day	4-MotDrq
04/08/2007	0 Unpaid			FENG HAI	99	47980			Aug 25/28	45000 Day	3-5MotDrq
04/08/2007	2 Del Rotterdam			CRYSTAL SEA	95	43222			Aug 25/28	45000 Day	Trip out
04/08/2007	5 Del Sagres			REDIEL DUBAI/DAESALAM	95	42828			Aug 25/28	45000 Day	17500GmB1;TripOut;BlackSea
04/08/2007	0 Unpaid			ELSE D.	85				Aug 25/28	45000 Day	17500GmB1;TripOut;BlackSea
04/08/2007	2 Del US Gulf			PANDROS	84				Aug 25/28	45000 Day	17500GmB1;TripOut;BlackSea
04/08/2007	6 Del Canakkale			XIN QIANG	98				Aug 25/28	45000 Day	17500GmB1;TripOut;BlackSea
04/08/2007	9 Del Topata			XIN QIANG	98				Aug 25/28	45000 Day	17500GmB1;TripOut;BlackSea
04/08/2007	7 Del Topata			REDIEL Red Sea	94				Aug 25/28	45000 Day	17500GmB1;TripOut;BlackSea
04/08/2007	2 Del Punta Carbon			PACIFIC EMERALD	96				Aug 25/28	45000 Day	17500GmB1;TripOut;BlackSea
04/08/2007	6 Del Admatic			OCEAN JADE	94				Aug 25/28	45000 Day	17500GmB1;TripOut;BlackSea
04/08/2007	6 Del Turkey			GRAND WAY	94				Aug 25/28	45000 Day	17500GmB1;TripOut;BlackSea
04/08/2007	0 Unpaid			UNION RANGER	95				Aug 25/28	45000 Day	17500GmB1;TripOut;BlackSea
04/08/2007	2 Del EC Mexico			DORINE	98				Aug 25/28	45000 Day	17500GmB1;TripOut;BlackSea
04/08/2007	7 Del Durban			ASTRA	94				Aug 25/28	45000 Day	17500GmB1;TripOut;BlackSea
04/08/2007	7 Del Haldia			ASTRA	94				Aug 25/28	45000 Day	17500GmB1;TripOut;BlackSea
04/08/2007	8 Del Batangas			ARRAN TRADER	90				Aug 25/28	45000 Day	17500GmB1;TripOut;BlackSea
04/08/2007	2 Del Jacksonville			SAGA SPRAY	94				Aug 25/28	45000 Day	17500GmB1;TripOut;BlackSea
04/08/2007	9 Del Xiangyang			TALENT	95				Aug 25/28	45000 Day	17500GmB1;TripOut;BlackSea
04/08/2007	9 Del Longkou			ENTERPRISE	90				Aug 25/28	45000 Day	17500GmB1;TripOut;BlackSea
04/08/2007	6 Del E Med			GENIA	98				Aug 25/28	45000 Day	17500GmB1;TripOut;BlackSea
04/08/2007	9 Del No China			KOLOPEN	96				Aug 25/28	45000 Day	17500GmB1;TripOut;BlackSea

15/09/2007	6 Det Damietta	9 Redet SingaporeJapan	SHOU CHANG HAI, 84	45149	7 13k/25.3t.	Sep 18/22	4000 Day	2008544GmBL; Trip out	CNR
15/09/2007	5 Det E Med	7 Redet Pass Mscat	THOR VAND, 86	36087	7 Unrnd	Sep 14/16	5000 Day	TripOutViaBlackSeaMEGulf	CNR
15/09/2007	9 Det Longkou	9 Redet SingaporeJapan	ENTERPRISE, 96	45572	7 Unrnd	Sep 20/25	4800 Day	21DaysLegs	PactBasin
15/09/2007	7 Det Razzi	0 Unrnd	ENTERPRISE, 96	48340	7 14k/28.3t	Sep 10/12	5200 Day	St-GowTrag	Oleoductory
15/09/2007	6 Det Huizhou	9 Redet FarEastviaECSoAm	AQUILA ATMOSPHERE, 92	48223	7 14k/28.3t	Sep 11/12	5600 Day	Trip out	PanOcean
15/09/2007	5 Det Mentor	5 Redet SlaveCapePassero	STOVE TRANSPORT, 96	43917	7 13.5k/26t	Sep 12/15	5200 Day	TransArd	T.G.P.,
15/09/2007	7 Det Vizagapatnam	0 Unrnd	ORIENTAL, 97	47760	7 14.1k/28t	Sep 12/14	4400 Day	23.25kM+Trag	CNR
15/09/2007	9 Det Ns China	0 Unrnd	GREAT SCENERY, 92	47740	7 Unrnd	Sep 20/30	4700 Day	23.25kM+Trag	Hainin
15/09/2007	4 Det Recalads	5 Redet Spain	HONESTY OCEAN, 97	37786	7 14.2k/23t	Sep 25/30	42000 Day	TripOut-S75000Bonus	Dreyfus
22/09/2007	2 Det Tampa	9 Redet FarEastviaUSSGulf	PONTOMEDON, 88	44108	7 14k/28t	Oct 1/3	42000 Day	Trip out	Hainlin
22/09/2007	2 Det USGulf	6 Redet Med op India	YONG AN, 3, 96	43948	7 Unrnd	Sep 16/18	63000 Day	TripOutOpSe1000Day	Energy
22/09/2007	0 Unrnd	0 Unrnd	PRETTY LADY, 85	47386	7 Unrnd	Sep 18/Nov08	2500 Day	Syrs Trag	CNR
22/09/2007	7 Det Chinal	9 Redet China	BELMOR, 96	45320	7 Unrnd	Oct 17/0	5500 Day	Trip out	Trustworth
25/09/2007	7 Det SanCapetown	5 Redet ComviaECSoAm	ARHIMD'S, 95	48170	7 14k/28t	Oct 25/29	5300 Day	Trip out	ACT1
28/09/2007	9 Det Zhanjiang	0 Unrnd	ARTIC VOYAGER, 94	48200	7 14k/28.3t	Oct 3/8	6100 Day	4-AnoTrag	BHP-Bill
28/09/2007	9 Det Qingdao	6 Redet Med Vie No China	ARRANTADER, 00	41502	7 13k/28t	Sep 25/29	46000 Day	1698552GmBL; Trip out	ChinaOcean
			CHRISTOS, 83						